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# INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT      Status of Railroad Bridges over the Oder and  
                 Neisse Rivers

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## Coar River Bridges.

1. Bridge at Zaackerick. The bridge was on the former Wriszen-Jaeddicken-dorf railroad line, which has been dismantled. The steel truss bridge consists of two sections, which are separated by a short dam embankment. The western section of the bridge is about 240 meters long and spans the Oder River, while the eastern section, which is about 530 meters long, is built over the flood area of the river and is now in Polish occupied territory. The western section of the bridge consists of a 36.5-meter, a 128-meter, a 64-meter span and three 36.5-meter spans in this order. Except for the 128 and 64 meters spans, the bridge is intact. (1)
2. Bridge at Kuestrin. One track of the steel truss bridge is in operation. The superstructure for the second track was scheduled to be reconstructed in 1951/1952. A total of 825 tons of steel is required for this project; 270 tons can be salvaged from the destroyed bridge over the Peene River at Kamin, while 555 tons must be furnished from current production. The cost of the project is estimated at 1,597,000 eastmarks. (2)
3. Bridge at Frankfurt/Oder. One track of the steel truss bridge is in operation. The superstructure of the second track was scheduled to be reconstructed in 1951/1952. total of 1,825 tons of new steel is required for this project whose cost is estimated at 3,230,000 eastmarks. (3)

Neisse River Bridges.

4. Bridge near Guben on the Guben-Crossen railroad line. The steel plate girder bridge has eight spans, two of 15 meters, four of 25 meters and two of 15 meters in that order. One track of the bridge was reconstructed by the Poles in 1949 for use by trains on the Guben-Crossen line. The second track of the bridge has been dismantled. Only 50 to 60 percent of the old steel superstructures for the second track are still available.

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5. Steel plate girder bridge near Duben on the Duben-Bomerfeld line. The bridge has 15 spans, each 10.45 meters long. In 1950, the superstructures for one track were reconstructed by the Poles. The superstructures for the second track are missing. The Duben-Bomerfeld line is closed.
6. Bridge near Forst on the Forst-Teuplitz-Sagan line. The previous bridge was a steel truss structure with six spans of 30 meters each. The bridge was reconstructed in a temporary way in order to carry one track. The second track has been dismantled, two of the spans previously supporting this track are completely destroyed, and four are damaged. (4)
7. Bridge near Muskau on the single-track Muskau-Teuplitz line. The structure had one span of 11, one of 21, four of 21.5 and one of 20.1 and two of 21.5 meters in that order. Six of the piers have been demolished, and all superstructures collapsed and are heavily damaged. The bridge is closed. (5)
8. Bridge near Horka on the single-track Horka-Priebus line. The concrete arch structure had five spans of 30 meters each. All the arches were demolished, but the piers and abutments remained intact. The Horka-Priebus line is closed. (6)
9. Bridge near Lentendorf on the Horka-Kohlfurt line. The previous structure, a steel truss bridge, had three spans of 33.6 meters each and carried two tracks. The bridge was destroyed, but reconstructed by the Poles for one track in 1950. The second track has been dismantled. Some of the temporary superstructures for the second track are still available. (7)
10. Viaduct near Boerlitz. The structure has 30 arches each of them about 20 meters across. Twenty-nine of the arches are on the Polish-occupied side of the river, and three of them are destroyed. The line is closed. (8)
11. Bridge at kilometer marker 8.147 on the single-track Mittau-Hagenwerder line. The structure is a single span steel truss bridge 17 meters long. The Mittau-Hagenwerder line is in operation. (9)
12. Bridge at kilometer marker 9.767 on the Mittau-Hagenwerder line. The structure is a steel arch truss bridge 16.3 meters long. (9)
13. Bridge at kilometer marker 10.027 on the Mittau-Hagenwerder line. The structure is a steel arch truss bridge 12.3 meters long. (9)
14. Bridge at kilometer marker 20.956 on the Mittau-Hagenwerder line. The bridge is a single-span steel plate girder bridge, 21.5 meters wide. (9)
15. Viaduct near Mittau on the Mittau-Leichenberg line. The structure consists of 34 arches each 17 meters across. The Mittau-Leichenberg line is single-track as one track has been dismantled. (10)

Comments.

- (1) This bridge was destroyed in January 1945. The eastern section of this bridge, which crossed the flood area of the Oder River, had nine spans of 30.5 meters each.
- (2)

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The completion date for the double tracking of the Oder River bridge itself has been fixed on 31 December 1952. [REDACTED] Information on the dismantling of the destroyed bridge over the Peene River near Karnin and the utilization of its salvaged steel parts at Kustrin was forwarded previously.

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- (3) Work on the double-tracking of the Oder River bridge near Frankfurt/Oder was started in the fall of 1951. The completion date for this project was set for 31 December 1952. [REDACTED]

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- (4) It is planned to replace this temporary structure by a permanent bridge in 1953/1954. [REDACTED]

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- (5) A sketch of this bridge was transmitted previously.

The 1952 summer timetable of the East German Railroads indicates that the Weisswasser-Muskau line is in operation as far as the zonal border of the Oder River.

- (6) The Horka-Steinbach sector of the Horka-Priebus line is in operation. The rest of the line has lost its importance, because it is in Polish-occupied territory. The reconstruction of the bridge appears improbable.

- (7) This bridge is about 3 km east of Horka.

- (8) Photographs of the destroyed viaduct were transmitted previously. [REDACTED]

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[REDACTED] The Poles had, allegedly, planned to reconstruct the viaduct in 1952. [REDACTED] However, observations made in early June 1952 did not indicate that its reconstruction is intended in the near future. [REDACTED]

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- (9) There are four bridges on the Jocknitz-Lagenwerder-Zittau line, which crossed the Peisse River several times. After an agreement was reached between Eastern Germany and Poland, traffic on the line was resumed in 1950. Mirschfelde is used as a border station.

- (10) The Zittau-Reichenberg line has always been single-track. The statement that the second track was dismantled, possibly refers to the adjacent bridge which is used for the Zittau-Priedland line. In early October 1950, [REDACTED] the two bridges were intact but closed to traffic by wooden boards. The 1952 summer timetable lists no rail traffic over the bridges.

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